(d) The breach of the Railway embankment at said location occurred due to the sudden breach of Ramasamudram Bund upstream of Railway alignment. Such water tanks and other structures are termed Railway Affecting Works. A procedure has already been laid down for the identification, inspection, maintenance of such works and notifying Railway of any possible breach due to which safety of railway line will be endangered.

A detailed manual which includes rules, procedures and general practice to be followed for the construction, inspection, maintenance and operation of Railway Affecting Works for uniform adoption all over the country has been prepared based on the recommendation of Khosla Committee. This draft manual has been circulated to all State Government for adoption and issue of the Government order. The issue of Government order is still awaited from State of Maharashtra, U.P., Punjab, Haryana, Himachal Pradesh, Jammu & Kashmir, Delhi, Bihar, Andhra Pradesh, Orissa, Gujarat and Rajasthan. The matter is continuously pursued with respective State Governments for early issue of Government orders as well as proper maintenance of Railway Affecting Works to avoid damaged to the Railway Line and other structure and other structure in the downstream side.

In addition, patrolmen and watchmen are posted by Railways at vulnerable locations for detecting possible damage and taking action to stop trains if required during heavy rains.

Passengers killed in rail accidents

421. SHRI LALIT SURI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway passengers who lost their lives in rail accidents, including those holding valid travel rail tickets who were killed in stampede at New Delhi Railway Station in November, 2004 and during 2004-05 so far separately, year-wise; and

(b) the number out of them whose next of kin have, so far, filed compensation claims with the respective Railway Claims Tribunals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) During the year 2004-05, there have been 231* deaths and injuries to 416* persons in consequential train accidents. During the current

year 2005-06, till October 2005, there have been 232* deaths and 505* injuries. Further, as a result of the stampede at the New Delhi Railway Station on 13.11.04, 5 persons were killed and 10 persons injured. It may be pointed out the number of fatalities in train accidents is essentially fortuitous and is not related to the number of accidents or susceptible to comparisons.

(b) The number of accident compensation claims cases (death and injury) filed in different Railway Claims Tribunals during the year 2004-05 and 2005-06 (upto September 2005) were 187 and 57 respectively. This includes six cases of death and injury pertaining to stampede at New Delhi station.

*Figures are provisional.

World heritage status for railway stations

422. DR. M.A.M. RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are actively seeking world heritage status for some railway stations in the country;

(b) if so, details thereof, State-wise; and

(c) the current status of these proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. However, earlier, Mumbai Chhatrapati Shivaji Terminus (CST) has already been inscribed as a World Heritage Site in 2004.

(b) and (c) Do not arise.

Upgradation of railway stations

423. DR. M.A.M. RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to upgrade some railway stations in the country;

(b) if so, the details thereof, State-wise and station-wise;

(c) the total estimated cost of the upgradation of these railway stations; and